

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SECRET

COUNTRY USSR (Arctic)

REPORT

SUBJECT Port of Umba

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [redacted] ship was a short distance west of Cape Tsyp Navolok (N 69-42, E 33-08) and twelve to fifteen nautical miles from shore while en route to Umba (N 66-40, E 34-15). At that position a large cruiser came out of Kola Inlet and proceeded toward [redacted] ship. The vessel hoisted a flag on the bridge mast and another on a mast farther aft. Through the telescope it appeared that both flags were the letter "K" in international code. [redacted] ship hoisted its national flag but did not stop. Immediately thereafter, the cruiser turned and went back toward the inlet again. When it turned, it was about one nautical mile off the bow of [redacted] ship.
2. [redacted] another cruiser was seen coming from the northeast on a course toward the Kola Inlet. At the same time, [redacted] two destroyers hard by the coast.
3. [redacted] ship was off the Vorona Rocks (N 69-12, E 35-48), a trawler was seen which was followed by a submarine. They were on a course toward the Kola Inlet.
4. [redacted] ship sent arrival telegrams from Cape Svyatoy Nos (N 68-10, E 39-48) to Umba and Arkhangelsk by means of the Mezen radio. [redacted] the ship arrived at the pilot station at Nablyudeny Island. There was no pilot there. The ship sailed back and forth off the three inlets for an hour and sounded its horn each time it passed one of the inlets. Subsequently it dropped anchor in fifteen fathoms of water just east of the inlet to the Bolshaya Pirya Arm (N 66-39, E 34-20). [redacted] a motorboat came with the agent, who said that the pilot would arrive at [redacted] The motorboat flew a green flag and the crew wore naval uniforms. [redacted] the motorboat went back with the agent. From that time until [redacted] the next morning there was no traffic in or out of the harbor. [redacted] the light on Nablyudeny Island was on the mainland of the island. He saw no islets there.
5. The pilot came aboard alone [redacted] in a fishing smack from Kovda (N 66-41, E 32-51). He sealed the radio transmitter and brought with him some special forms for the crew list which were to be filled out in triplicate. The pilot took the ship into the Bolshaya Pirya Arm. He followed

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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the markers on land which were visible from the sea. The ship went along the quay by using the markers on the west side of the inlet (see sketch No. 1).

6. The lumber quay extended from the southern shore marker on the west side of the arm to a short distance beyond the northern marker. It was the usual White Sea quay, constructed of stacked-up timber. Along the edge of the quay there was a crossbeam and farther down on the side of the quay there was a row of fenders. The quay was about 1.5 meters high at high tide, and about 500 feet long. It could accommodate two of the usual small lumber boats. The quay looked as if it were new. There was a difference of eight feet in tides alongside the quay.
7. There was also some old material piled up along the water's edge north of the quay but that stretch had not been kept in repair and could not be used for loading purposes. At the lumber quay there were four "pullerter". These were poles which were driven down into the quay material. These were the only things to which a vessel could be moored when loading. The quay had no cranes and no fire hydrants. There were some posts on the quay that were presumably for electric lights. The only building on the quay was a small canteen. On one side it had an overhanging roof without walls and it was used as a dining area. Nearby there was a marked-off area where smoking was permitted. The ground there was covered with sawdust.
8. [] ship lay with its port side next to the quay and the bow protruded 25X1 a short distance beyond the northern marker. Soundings were made on both sides of the ship at both high and low tides, indicating a depth of at least five fathoms. The pilot said that the greatest permissible loading depth was twenty-four feet. The ship loaded to a depth of 17 feet, 9 inches.
9. The sawmill was northwest of the quay in the northern part of the sawmill enclosure. On the water just down from the sawmill there was a timber-processing slip of unusual construction (see sketch No. 2). It consisted of a float or raft-like jetty lying parallel to the shore at a distance of about eight meters. Between the float and the shore some ordinary steel wire had been stretched. At the southern end of the float there was a log conveyer. A winch for the log conveyer was located on shore north of the float. The uncut logs were brought to the float by means of the log channel. Here they were picked up one at a time by the log conveyer and brought up to the float. From the float they were laid across the steel wire, which was then used to bind about one hundred logs together. When this had been accomplished, the northern section of the float was unmoored and swung out, and the bundle of logs was floated away.
10. The entire sawmill area was enclosed by a high fence. The fence had one gate which was located in the northern edge of the area. The gate for vehicles was usually closed. The ship's crew had to go through a guardroom alongside this gate. The guard was an armed woman, and she showed very little interest in the passes that were shown to her. A great deal of lumber was stored in the sawmill area. Between the piles of lumber there was a network of numbered roads. The plank surface of the roads looked new. The southern marker was just outside the fence. Beside this marker there was a building which resembled a storehouse.
11. The pier north of the sawmill was used by small boats, which hove to on the northwest side. Every other day a combination cargo and passenger ship came into the harbor and moored at this pier. It was a motor vessel of about 800 DWT, and it was modern and capable of a fair speed. 25X1
[] the vessel sailed from Kandalaksha (N 67-09, E 32-36) to Arkhangelsk. 25X1

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[] the area south of the pier was filled-in and that it was a continuation of the rest of the shore. There was a very large storage shed on the pier. A two-inch water conduit descended to the pier from the higher part of the island. [] saw water trickling out of the pipe and it did not look as though there was any great pressure behind it. The agent said that the ship would have to shift to the next berth farther up in the harbor if it was to take on water. On the southeast side of the town located on the peninsula north of the island there was a pier where there was a large Soviet barge loading uncut logs.

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12. In a fenced-in area near the marker on the other side of the Bolshaya Piryu Arm there were about six oil tanks, each with an estimated capacity of ten tons. The agent said that these tanks were for fishing vessels. One day [] a tugboat arrive in the harbor towing a similar tank and he deduced from that that the tanks were probably moveable. However, he did not see any device that could possibly be used to hoist the tanks up onto land.

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13. In the little bay by the marker on the Malaya Piryu Arm there was a small slip. [] there were fishing vessels on shore there. From the open water it was not possible to see up into the arm that leads to the Uмба River.

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14. On the northern part of the island formed by the arms there was a mound which rose about 200 feet above sea level. The summit of this mound was nearly level and consisted of sand. It appeared that there had once been a sand pit there. Both on the east and west sides of the sandy top there were some protruding crags. From the top there was a good view of the whole area.

15. There was a road along the northern and western sides of the island. A side road extended toward the east on a level with the lumber quay. This side road ultimately became a path. The northern part of the island was also criss-crossed by paths. The island was overgrown with young trees and the remains of large old trees. A short distance north of the side road there was a watchtower. []

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16. The buildings were situated as marked on the Admiralty Chart, but there were a few more grouped on the west side of the island than the map indicates.¹ There were also buildings along the side road. [] on the peninsula just north of the island, but from the large mound [] there were only wooden buildings there, most of which were old, but there were also some new ones.

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17. The sound between the island and the peninsula was open, but [] no boats go through the sound. A great deal of timber was floating in the sound. A long, low, narrow and weakly-constructed wooden bridge crossed the sound.

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[] The shoreline on the north side of the sound and west of the bridge was built up with boards. On the south end of the island there was what looked like a vacation area. There were many children bathing there and many small boats in the water.

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18. The Inflat representative said that [] ship was the first ship to export cargo from Uмба in twenty years, and that two more ships were expected in September. Usually, lumber was only shipped from Uмба for use in the USSR. There were three or four tugboats in the harbor engaged in towing timber. The timber came from outside and much of it was at Lesnoy (N 66-42, E 34-19) on the east side of the inlet and some of it was just outside the sawmill.

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19. The ship lay idle and waited for two days before the unloading began. In the beginning there were two shifts working from 0800 to 0200. Later, a third shift was begun and work proceeded around the clock. []

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they worked eight hours and then had eight hours off. Most of the harbor workers were men, but women were used for the lighter work such as counting. The canteen on the quay did not serve food [] the workers buy cigarettes there. For victuals the workers usually had dry bread and a bottle of milk with them. They ate in the canteen shed. The only mechanical equipment there was one portal truck. Other than this, horses were used to transport the lumber. The loading was frequently checked by a uniformed man and his four or five assistants. Their uniforms consisted of a patrol jacket with white buttons plus a uniform cap. The agent spoke of the chief of this group as "the director of the town" and said that he was the one who procured the workers.

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20. The harbor workers were from the town and the surrounding locality but all the authorities who dealt with the ship had travelled to get there. The Inflat agent was a young man in his early twenties. He was from Odessa but worked in Arkhangelsk during the lumber season. He arrived in Umba two days after the ship had begun to load. One day he had to go to Keret (N 66-18, E 33-34) in order to dispatch a ship that was there. [] he made the trip in a fishing smack. The stevedore was a woman about sixty years old, who had come from Kovda. [] she worked day and night during the eleven days the ship was in the harbor. The shipping agent was from Soroka.² He said that he had been sent to Umba because lumber was no longer shipped from Soroka.

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21. [] heard nothing to indicate that there was a Seamen's Club in the town. There was a movie house with an admission price of six rubles. The inhabitants in the area were well-clothed. The agent said he could easily send mail for the ship. It went by boat to Kandalaksha and from there by air. Telegrams to the ship owner arrived in good time.

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22. On several occasions [] a single-engined aircraft which flew very low over Umba. He did not think it was a military aircraft.

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23. [] eight small naval vessels came in and anchored side by side a short distance up the arm of the inlet (see sketch No. 2). The vessels, all of which were similar [] Each vessel was about 120 feet long, and it had a small gun on the foredeck, a signal mast on the forward edge of the bridge, an open bridge, a stack close to the after edge of the bridge, and a superstructure which extended far aft. Each ship was painted gray and made of steel. [] they were minesweepers but he could not see if they were equipped with sweeping gear.

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24. [] five naval vessels which were hove to along the Kandalaksha coast in the positions marked on sketch No. 3. [] the formation consisted of a cruiser and four destroyers. The cruiser was sending radio signals to the vessels, and a motorboat was cruising in the vicinity of the ships. The weather was hazy when the vessels were seen but informant could see that the destroyers [] UNCO- []

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25. [] the two cruisers [] seen outside the Kola Inlet (paragraphs Nos. 1 and 2) were not exactly the same. [] the minesweepers (paragraph 22) were somewhat larger than those that were used on the east coast of Great Britain during World War II. The destroyers were much larger than the minesweepers, and the cruisers were considerably larger than the minesweepers. [] the cruisers must have been at least 450 feet long.

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2. [] Comment: Soroka is another name for the port of Belomorsk (N 64-32, E 34-38). S-E-C-R-E-T []

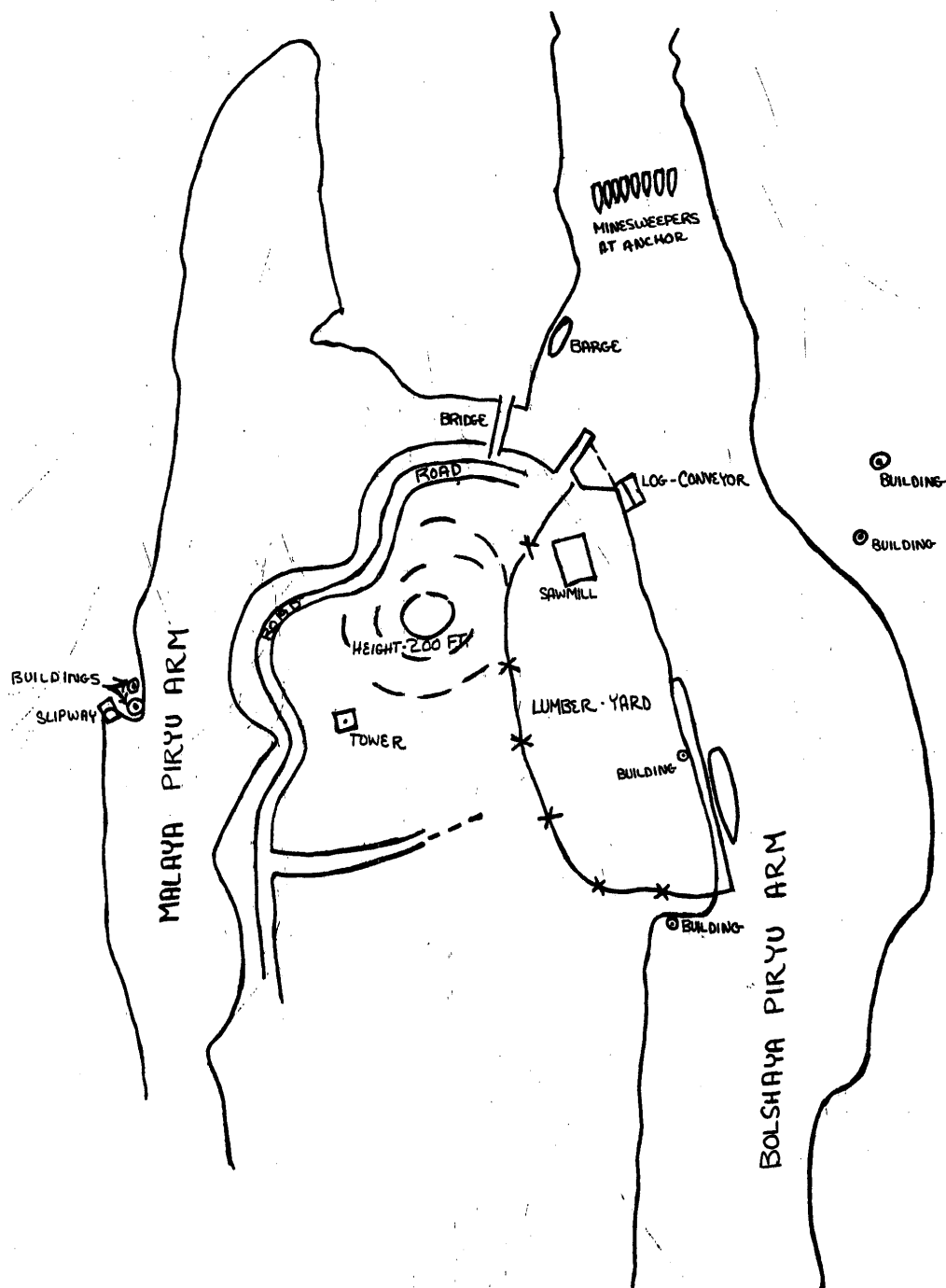
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SKETCH NO. 1:
SKETCH OF UMBA:



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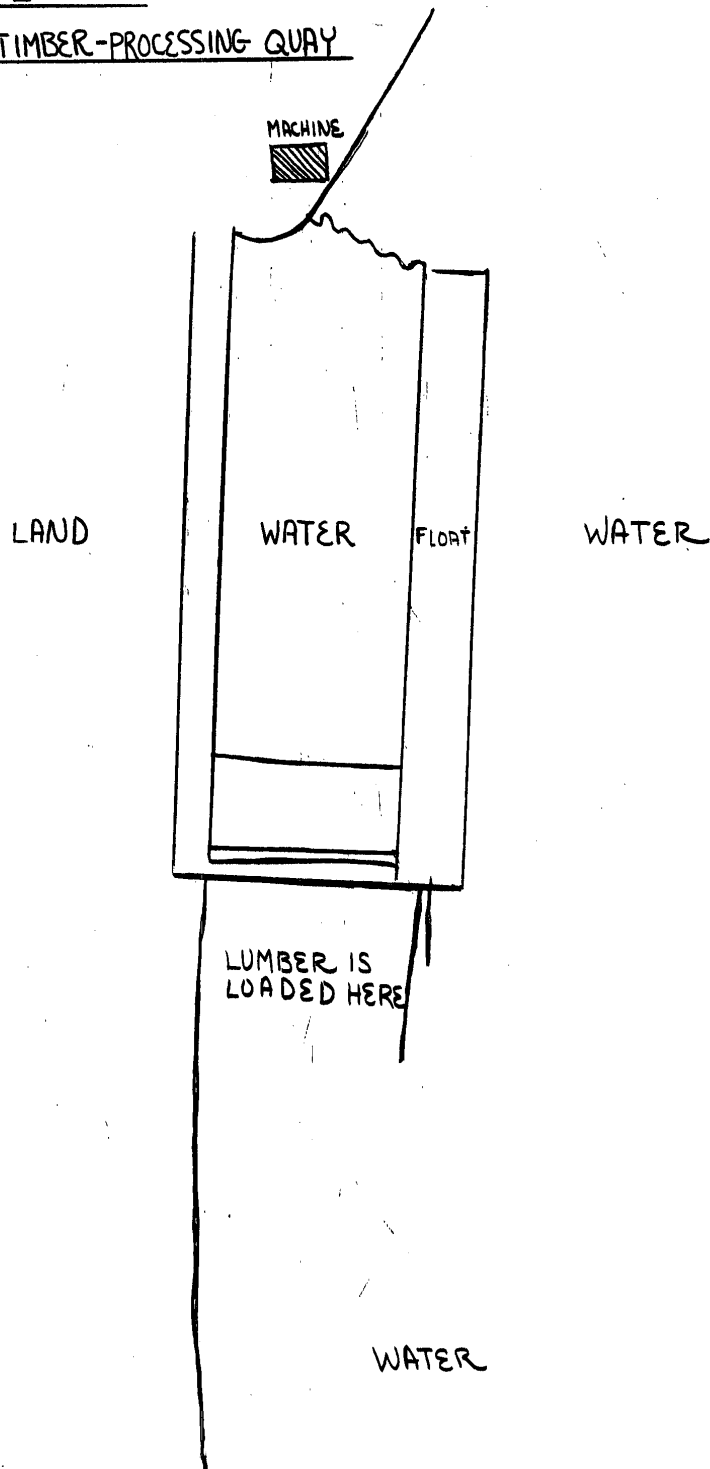
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SKETCH NO. 2:

SKETCH OF TIMBER-PROCESSING QUAY



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SKETCH NO. 3:

SKETCH OF SOVIET NAVAL VESSELS:

KOLA PENINSULA

KADALAKSHA COAST

CRUISERS

DESTROYERS

DESTROYERS

UMBA

S-E-C-R-E-T

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